potable water supply, sewerage or sanitation, drainage, solid waste management, roads/bridges/flyovers, and urban transport. In addition, the Central Government has announced tax exemption in case of bonds issued by municipal/local Governments for raising resources for urban infrastructure.

- Setting up of a City Challenge Fund for catalysing city level economic reform programmes.
- Public-Private Participation Guidelines are prepared for providing directions to States and municipalities to manage the process of involving the private sector in infrastructure development.
- The Minsitry issued Property Tax Guidelines in 1988 to all State Governments with the objective of simplification and rationalization of property tax, which is considered as one of the best source of revenue for the urban local bodies. States like Bihar, Madhya Pradesh, Gujarat, Tamil Nadu, Uttar Pradesh and Karnataka are in the process of implementing property tax reforms.

Metro Railway in Hyderabad

126. SHRI C. RAMACHANDRAIAH: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Andhra Pradesh Government has requested the Delhi Metro Rail Corporation to prepare a report for introducing Metro Railway in Hyderabad;

(b) whether State Government has proposed routes for the projects;

(c) if so, the length and alignment of routes; and

(d) the estimated cost of the project?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI PON RADHAKRISHNAN): (a) Yes, Sir.

(b) The routes have been proposed by the Delhi Metro Rail Corporation, based on traffic studies of Hyderabad city.

(c) (i) Miyapur-Kukatpally-Osmania Medical College-Dilsukh Nagar-Chitanyapuri Corridor (26.27 Kms).

(ii) Secunderbad-Chairminar-Falaknuma Corridor (13.18 Kms.)

(d) Rs. 3205 crore, at April 2003 prices.

Revenue Earning of DMRC

127. SHRI MURALI DEORA: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) the revenue generated and expenditure incurred during January to March, 2003 by the Delhi Metro Rail Corporation;

(b) the reasons for not earning profit; and

(c) the steps taken to make up the losses?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI PON RADHAKRISHNAN):

(a) Revenue generated : Rs. 3.89 crore

Expenditure incurred Rs. 4.20 crore

(b) Out of an aggregated network of 62 km. only a 6.3 km long section of Delhi Metro Phase-I has been opened to traffic so far. Expenses higher than what would have been normally allocated to such a small section are incurred on account of staff cost which would eventually be distributed over a longer length. A substantial portion of the expenditure incurred on staff is not only on the staff deployed on this small section but also on the staff recruited and is under training for the next section (from Tis Hazari to Trinagar).

(c) The following are measures to increase the ridership and thereby reduce the loss:

(i) Pursuing the Delhi Government to stop plying of RTVs (mini-buses) on the route, parallel to this section.

(ii) Thurst on development of real estate to further increase the revenues from this section.